

THE NATIONAL *Falcon* NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

SECOND QUARTER
APRIL 2022



ON THE COVER

Spring has finally arrived and to remind us of those warmer days ahead, our cover photo this month comes from sunny Gulf Breeze, Florida. This 1964 blue on blue Falcon Convertible is owned by Samuel Von Brock (FCA #15362).

Do you notice anything different about this Falcon? It has a noticeable and unique grille. You will not find another one like it.

Samuel Von Brock had a unique job. He was the Ford Motor Company Stylist who just happened to create the linear sculpturing design concept. This design was then further developed by the Ford Styling Studio, under the direction of J. R. Halderman. This anchored the final production design of the second-generation Falcon line of automobiles.

The rest of Mr. Von Brock's story is on page 8.

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

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To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

As I write this Jan and I are about to depart for Biloxi, Mississippi to attend the South Central Regional hosted by the Gulf States Chapter on April 1 and 2. We are planning to caravan from the Kansas City area and that is something I also look forward to with great anticipation. This will be the first time out to enjoy good weather and reap the benefits of the work done on our Falcon over the winter. I'll let you know how it goes.

Next up will be the National Meet in Kingsport, Tennessee, July 14 to 16. The National Meet Work Group has reported that registrations have surpassed the 120 mark and that additional rooms have been reserved. You can go on-line and find the event schedule and much more information. This year we will have a Membership table to assist with new memberships, renewals, questions and general membership assistance. Make your reservations very soon for these events.

The Board of Directors has approved a bid to host the 2023 National Meet. The chapter involved will, with the assistance of Teri Anticevich, our facilities coordinator, formalize arrangements and contract for the event in the next few weeks. Watch for more information coming very soon and mark your calendars for July 13 through 15, 2023.

Thanks again to all of those working on, or having volunteered to assist with these events. There is much work done to make these activities what they are, and my thanks again for your efforts. Of course more help is always needed. If you are attending these meets, please take a minute to check the sign-up sheets at the registration tables to see what you can do to help with registration, parking lot security, membership, etc. It will be appreciated by all.

Until we are together again, stay safe and healthy. Enjoy your Falcons and Rancheros at those swap meets, cruises, car shows and in the good weather. Let people know that there is a Falcon Club of America, and by all means, take the youngsters along for the ride.

I will have a report very soon on the new website.

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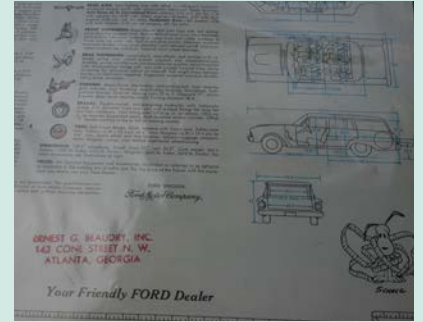


A FAMILY FALCON IN "MINT" CONDITION

It was a privilege to interview Rob and Rosalie Brashears, who along with their sons Brett and Max, attended the Hot Springs Regional in 2021. I chatted with this young family from Greenbrier, Arkansas and admired their Falcon while on the cruise through Hot Springs. Seeing this guy who I later found out was an ex-Marine with his wife and two kids in a Mint Green Falcon was certainly a memorable sight. As we sought shelter from the rain at the Meet I had the opportunity to sit down with them and learn about their Falcon Story.

Rob and Rosalie wanted a family fun car that they could take on cruises and to shows

along with their boys. Rob had always had an appreciation for all old cars, and wanted to join a club, but wasn't interested in the competitive nature of some groups. He wanted to be a part of a club with a family atmosphere and to find a group of car guys that also valued friends and family along with their cars. After seeing Facebook posts from fellow railroad friends Mark Sword and Mark Sword, Jr. showing their Falcons and talking about the camaraderie of the Falcon Club, Rob decided to look for a Falcon. But, he would need one to accommodate his six foot, six inch frame.

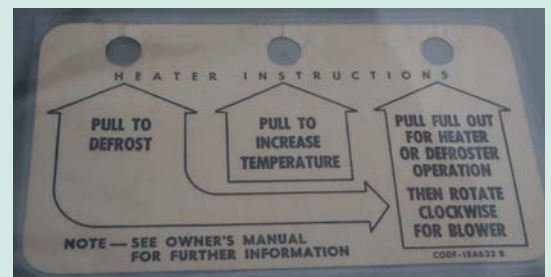


They found a '61 sitting in a collector's warehouse in Ft. Smith, Arkansas. It was said to be in perfect and original condition. "There's no way it's in that good of shape," Rob thought. Even though he was a bit skeptical, he bought the Falcon sight unseen. "When he went to get the Falcon, he was told "Most guys trailer their cars home." But, he replied, I'm not going to buy a car I can't drive home." When he saw it in its pristine condition, his first reaction was "I don't think it sat outside a day in its life."

The car's history was displayed at the regional inside the car in a viewable notebook. It

included the bill of sale and dealer information when it was

purchased new in Creston, Iowa in 1961. The original title, advertising materials, instructional documents, even a service coupon has been well preserved.



TITLE NO.		Certificate of Title to a Vehicle		NO.	
2-14566		STATE OF IOWA.			
AND		ADAMS		SS. 2-2491	
QUANTITY		DATE		1961	
THIS CERTIFICATE THAT PERSON		TYPE OF VEHICLE		Auto	
NAMED BELOW IS OWNER OF					
VEHICLE DESCRIBED HEREON:					
OWNER	Bowerbank, Howard Eugene	Creston,	IA		
ST. S.F.D.	R. F. D. # 3	1	T.		
MAKE	Ford	2300	R.		
STYLE	Fordor	1900	WEIGHT OR		
MODEL	Falcon	New	GR. TONS		
YEAR	1961	2-6-61	LIST PRICE OR		
FACT NO.	1K12U 157 703	25.75	CLASS NO.		
			PREV.		
			PLATE NO.		
			DATE		
			S.R.		
			FEK		
			PEN.		
			TOTAL		
NAME OF PREV. OWNER	Creston Motor Co.				
ADDRESS	Creston, Iowa				
NAME AND ADDRESS ON FOREIGN TITLE OR REGISTRATION CERTIFICATE					
ON WHICH VEHICLE THERE ARE NO LIENS EXCEPT AS FOLLOWS:					
			IF NONE STATE HERE: NONE		
1st LIEN No.					
HELD BY			AMOUNT \$		
HOLDER & P.P.					

[illegible]

The original owner sold it to the collector in Ft. Smith where it sat in a warehouse until Rob bought it in August 2021. It had 25,000 original miles when he brought it home and all its original parts. Rob had only to change out the exhaust system and get some general maintenance done to get it back in shape. He noticed a few indentations in the paint, but Rob decided he wanted to keep it original and not make any significant changes.

When he brought it home, Rosalie made a little good-natured fun of it saying it looked

like a "Ladies Car." The family piled in for a drive and they were in love, especially Max. They love the attention they get when they take it out cruising. People wave and honk at them and it brings smiles wherever they go. And they've found a new, bigger family as members of the Founders Chapter. The little green '61 was one of the most popular cars at the Regional with onlookers gathering around it, reading its original paperwork, and admiring its "mint" condition.



Kruisin' to Kingsport

43rd Falcon Nationals

July 14-16, 2022

Kingsport, Tennessee

July will be here before you know it.

Kingsport is located in a very picturesque part of our country. Everyone attending this year's National should find it quite beautiful and fun to explore.

The planning team is working hard to make this a fun and successful National. Here are just a few highlights on our progress.

Teri and Marisa Anticevech are working with the hotel to ensure we have enough rooms to meet the demand and all registrations have been processed. Don't hesitate to contact us at 2022fcanats@falconclub.com if you run into any difficulties in getting your room booked at the Falcon Club rate or registration questions.

Bill Poole's leadership with sponsorship is receiving great support from our Falcon folks, we continue to be amazed at the Chapter support. Thanks, all!

Carol Springer and her team are working with other Falcon folks and local folks on activities.

Stay tuned to the website for updates as these plans continue to develop and are updated.

Access <https://visitkingsport.com/> to enjoy additional activities in the Kingsport area on your own.

If you have not yet registered for this great event, we encourage you to get started. Register online or with a hard copy of the registration form on the back page of *The National Falcon News*, make your hotel reservations, and then plan your route.



Thursday

Lew Capehart and the Tennessee Valley Chapter is working on a cruise into the mountains.

Carol Springer is working on a possible ice cream social in the afternoon.

Mary Wagner and the Tennessee Chapter is providing a hospitality room that will be open Thursday and Friday afternoons and Saturday morning.

Friday

Roaring Twenties Murder Mystery
Ladies Tea in the afternoon

Evening cruise to downtown for Kingsport's annual "Fun Fest", an enjoyable evening of food and music

Saturday

James Baxter and the Carolina chapter is organizing our valve cover races.

A ONE-OFF FALCON GRILLE

Samuel Von Brock is a former Ford Motor Company Stylist who created the linear sculpturing design concept, which was further utilized and developed by the Ford Styling Studio. It went forward to anchor the final production design of the second-generation Falcon line of automobiles and automotive products.

Now a retired industrial designer, Samuel is still involved in the design of a variety of products. "Automobiles have always been the most challenging and enjoyable to create." Putting his skills to work, he now has designed a more aggressive one-off grille, fabricated and installed on his 1964 Futura convertible.

He attended and graduated from Art Center College of Design, Pasadena. The major Auto Corporations came to Pasadena to interview and hire graduating designers. After

graduating in the early 60s, he was assigned to the Pre-Production Styling Studio within the Dearborn Ford Styling Center. There he began his career developing styling designs for future Ford production automobiles.

"During this assignment J. R. Halderman, head of the Ford Division Styling Studio, toured our studio and—unknown to us—kept one of my sketch proposals featuring a highly sculptured, thrusting linear body concept. This sketch—not noticed at the time—was taken to the Ford Styling studio for evaluation and further design development, and ultimately became the design anchor for the final development and ultimate production of the second generation of Ford Falcons."

"A totally restyled concept, featuring crisp, tailored lines, created a more sporting image for the Falcon and resulted in contributing to the



production of nearly one million Falcons in a two-year period—a record only to be exceeded by the introduction of the highly successful Mustang also during the 60s.”

J. R. Halderman is the acknowledged designer of the original Mustang, as well as the '64 Falcon. “Considering this Falcon to arguably be the best design of the Falcon line of Ford automotive products, I believe that he should also be recognized by the Falcon Club of America for this accomplishment.”



Reflecting on the styling and design trends during this era of the 60s, his recent grille design used a design proposal which could have been on the initial introduction of the '64 Falcon line, or later on the '65s. “This design added to the aggressiveness and thrust established within the existing sculptured body lines and presented a total design unity, further establishing what is called “design integrity”—always desired in the design of highly successful automotive product lines.”

Mr. Von Brock adds, “We worked with very proficient modelers to develop full-size clay models of our design proposals, and apply a stretchable color film over the clay to create a very realistic automobile design. While computers accomplish a lot, it still requires a full-size example for final decisions to be made. Sometimes a fiberglass battery-powered model is fabricated to travel around outdoors to catch the contours of the proposal in a variety of realistic settings.”

He worked with great people like Alex Tremulis, who is known for his work at Duessenberg and Tucker Automobile, Syd Mead, a Futurist designer for Blade Runner movie and unique

illustrator, Jack Telnack, a friend who later became VP of Ford Styling. He worked with William Clay Ford on a project developing a convertible folding glass rear window on the Classic Continental line.

Expecting future assignment to the Ford Styling Studio, he continued to create additional design proposals—including this aggressive grille—but further opportunity for the final selection of a final production grille was pre-empted by his assignment to the Lincoln-Mercury Styling studio for involvement in the final design and development of the '65 Mercury Comet.

Mr. Von Brock joined Chrysler in the mid-60s, working within design staff of Elwood Engle, VP Chrysler Styling, in the design and development of the '68 Plymouth Fury product line. He obtained a Master's Degree in Industrial Design, and later left Chrysler to join faculty of Ohio University as Asst. Professor of Design and Head of Industrial Design Department. He also returned to Industry as Design Manager for various companies.

—Samuel Von Brock (FCA #15362)
Gulf Breeze, Florida

Courtesy of Hemmings Classic Car, a publication of Hemmings Motor News.

B(u)y the Book

This 1963 Ford Falcon convertible's hidden secrets inspired its owner to write a novel, starring... a 1963 Ford Falcon convertible

Story and photos by Jeff Koch from
October 2021 issue of *Hemmings Classic Car*



An artist's duty is rather to stay open-minded and in a state where he can receive information and inspiration. You always have to be ready for that little artistic epiphany." — Nick Cave, Australian musician.

Ken Blaisdell, now of Gilbert, Arizona, didn't realize he was soon to have an artistic epiphany when he found this 1963 Ford Falcon convertible for sale online locally. "It was a true 20-footer—rougher than I expected. All of the plastic dash knobs were deteriorated and broken from the Arizona sun; the seller

had replaced the top, but left the original gaskets in place; he removed the old door gaskets but didn't install new ones. The original engine had been swapped out, and while the evaporator was still under the dash, the original York compressor was gone. I told the seller that it was rougher than I had expected, and that I was going to pass." A month later, however, "I went back and bought it."

Inspiration for finding this Falcon came from Ken's salad days in the early '70s, when a used '61 Falcon sedan was his daily driver. "It was 'just an old car' that served as cheap transportation," he says. "I paid \$50 for it, and drove it until the rear end gave out. I used to work on that one because I had to; now I own one and work on it as a hobby! The style brings me back to the days when I first became interested in cars, and it's so simple to work on that it's actually enjoyable. It keeps me in shape; I refer to all of the crawling around beneath it, the bending over into the engine compartment, and the twisting to reach under the dash as my 'restoration yoga.'"

It was during one of Ken's restoration-yoga workouts, cleaning out his new ride as he



A replacement 170-cubic-inch inline-six, rated at 101 hp, now shines between the shock towers; a contemporary A/C compressor is hidden low beside the block.

prepared it for restoration, that he found what would amount to a small pile of items from the trunk, from under the seats, and from every nook and cranny. A movie stub. A penny, dated 1962. A couple of beer-can pop tops. A St. Christopher medal that had mysteriously worked its way into the instrument panel. A switchblade knife. A small collection of dime-store molded-plastic little-girls' hair ties, made to look like properly tied cloth bows. A round yellow charm with a simple smiley face. Most of us might have seen these items as detritus, the sorts of items that get lost, momentarily mourned, and ultimately forgotten about—the debris of lives lived, trips taken, and memories made.

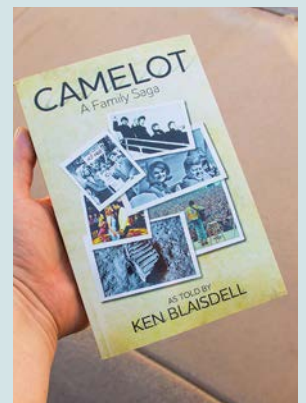
This Wimbledon White 1963 Falcon ragtop is a curiously optioned, special-ordered machine: the 101-horsepower, 170-cubic-inch inline-six fronts the two-speed column-shifted Ford-O-Matic transmission, and its options include front seatbelts, push-button AM radio, tinted windshield, and air conditioning. Air conditioning makes a certain amount of sense in the desert, despite the common (and incorrect) thinking that simply dropping the top and driving would accomplish the same thing. It also came with wire wheel covers, which had at some point been replaced with period-aftermarket real-wire wheels. After ordering the Marti Report for his car, Ken was astounded to see that the Falcon rolled off the Lorain, Ohio, line on January 31, 1963, but for reasons unexplained, wasn't registered until June of that year.

Items found inside the car during pre-restoration teardown inspired the owner's novel, and go on display with it at any car show Ken attends.



To Ken, a writer of several novels over the last 20 years, these items that he charmingly refers to as artifacts, combined with his need to answer the unanswerable (why did it take so long for a special-order car to get registered?) served as inspiration for him to write *Camelot: A Family Saga*, a fictionalized account of this car's life in the 1960s. "WWII veteran Paul Addison bought the first new car he had ever owned—a 1963 Ford Falcon convertible," reads the back-cover summary. "Its simple elegance, its gleaming white color, even its very openness all reminded him of the decade that was just beginning with such hope and promise...." The novel goes on to tell the tale of three generations of Addisons, and the epoch-defining events that would unfold around them. There are faint echoes of another car-centric piece—the 1965 film *The Yellow Rolls-Royce*—but *Camelot* keeps the action within multiple generations of a single family rather than across multiple owners.

Or is it a novel? Most of Ken's books are listed as "A novel by..." but *Camelot* is "As told by...". Ken explains: "It's still fiction, but I wanted it to come across more as a story that I had been told and am retelling." And while the writing of the book and the restoration didn't happen absolutely simultaneously, time spent in, on, around, and under his Falcon gave Ken time to outline things in his head.



"As I was working on the car and discovering the artifacts, I was thinking about a book and how I could apply the things I was finding to some sort of fictional story. I was done with the car when I started writing it, but I had a lot in my head."

Before the writing started in earnest, and during the restoration of the car itself, Ken made a couple of functional changes to his Falcon. The interior was entirely reupholstered locally in turquoise and white, using factory Falcon shapes but changing some of the colors and details. The cloth in the doors and on the seats wasn't originally part of this very base Falcon's package, and generally was not found in convertibles of any stripe (lest the car get caught in a downpour with the top down and the seats absorb all that moisture and start to mildew). But for Ken's purposes, living in a town where the sun shines 350 days a year and where he keeps his car inside a garage whenever it's not being driven, sitting on a cloth chair—even a part-cloth bench—is a lot less likely to induce high-fry than an all-vinyl treatment would.

Ken also installed a contemporary air conditioning compressor using modern R134a



refrigerant. "I finally gave up on finding an original York and had a new compressor installed, down low enough in the engine compartment that if you don't know what you're looking for, you won't see it," which, he assures us, keeps things blowing cold. He didn't see the need for a disc brake upgrade: "It's not very highway friendly," Ken said. "The straight-six is revving pretty high to cruise at 65 mph, and you keep waiting for the two-speed Ford-O-Matic to shift one more time as the engine revs come up. I won't even take it on one of the 75-mph freeways. It's perfect on surface streets, though!" He did add a power brake booster to up the oomph to those little 10-inch front drums. "The booster is from a '92 Geo Tracker, and I modi-

fied it so that I didn't have to make any irreversible changes to the Falcon." Ken also has the Falcon's original master cylinder in storage. Some changes he kept, like the aftermarket wheels —although he freshened the tires. "One of the wheels continuously leaked air," Ken said, but he



liked the look of them better than the factory-style wire hubcaps, and so he searched and searched. "Those real wire wheels were made in Brazil," Ken recalled. "They made 'em for Thunderbirds and Mustangs and man, finding a replacement set with the Falcon's four-bolt pattern was a trick." He haunted online auction sites for more than two years before he found a set that would fit. "I was able to replace the one wheel, I have one with the spare tire in the trunk, and I have three more sitting in the attic."



We don't normally peek in trunks—as one colleague described it, shrugging, "it's just a hole"—but this one sports a set of what appears to be period-correct luggage. But what seems to be a quaint show piece that encouraged the symmetry of opening both hood and trunk at car shows, holds a slightly grimmer purpose: "Because it's an older car, I carry tools and spares with me. Rather than have them floating around the trunk, I decided that a suitcase would be nice to hold it all in place." Though he didn't mean to in the moment, Ken Blaisdell did exactly as Nick



Cave suggested—he stayed open-minded and in a state where he received information and inspiration. That's the thing about epiphanies; you rarely see them coming. Ken's artistic epiphany came in the form of an unassuming little white Falcon convertible. We should all be so lucky to have a machine that inspires our minds and souls even once in our lifetimes.



DAD'S STORY

BY EDDIE CHITWOOD

In 1953–54, the coal mines of Appalachia had reached their heyday and were beginning to close. That left a lot of men out of work with no prospects. So in January of 1955, I left Appalachia (Wooldridge, Tennessee) and headed north to Cincinnati, Ohio looking for work. I found small jobs including working in a bowling alley, a pool hall and a truck delivery helper for United Parcel Service. Unrelated to the auto industry but an interesting aside is that UPS hired 100 of us on Friday. Monday morning, all 100 showed up for work. Tuesday morning, 52 showed up for work and on Wednesday morning, I was the only one to show up. The work was back breaking and most people even then didn't want to work that hard. I held that job from April to June and as a friend and I were walking down the street one day, I heard someone call my name from above. When I looked up, Charlie Johnson, a friend from back home in Tennessee was sitting in a second story apartment window and had seen us walk by. After exchanging greetings, Charlie told us that Ford was hiring at the Fairfax, Ohio transmission plant and that the Personnel Manager was only hiring men from Kentucky or Tennessee.

We went down the next day and were quickly hired. My first day was July 8, 1955 and was the start of my 30 year career at Ford. The Fairfax plant at that time was doing rebuilds on the 1951–54 two-speed automatic transmissions. My first job at Ford was on the line rebuilding the two-speed torque converter. In late 1955, I was moved down the line and was hanging the transmission bellhousing after installing the air breather.



My first layoff came in August of 1957, just after getting married in May. That led to another string of odd jobs while hoping to be called back to work. That call came in August of 1958 and was a big relief after the birth of our first son in June.

My call back to work came with a transfer to the new Sharonville, Ohio transmission plant. I started there as a custodial worker. That only lasted a few months and I was selected as a burr hand. Gears and torque converters would come down the line and I would press the gears to a rotating wire wheel to knock the burrs out of the teeth and take a file to the converter holes to clean the burrs out of them.

After doing that for a few months, I moved to running a Built-Rite Automation Machine. Transmissions at that time had a rear pump and an output shaft with a rear flange that bolted to the pump. My machine drilled the holes in that flange. When transmission design changed and did away with the rear pump and flanged output shaft, I moved to a Lamb Automation Machine that drilled all the holes in the front pump. Then in 1970, I was chosen to be a forklift driver throughout the plant and held that position for 15 years.

My second layoff came in December of 1979. It lasted until July of 1980 and that call back

also led to a plant transfer. I was moved to the new Batavia transmission plant, again driving a forklift. I was assigned to the Material Control section but was loaned out to the Assembly division and was kept busy doing odd jobs throughout the plant. I then retired in August of 1985.

The photo on the previous page was a stroke of luck and taken at the Batavia, Ohio plant in 1985 on my last day of work. No cameras were allowed in any of the Ford plants except for official company photographers and they just happened to be there that day and snapped this picture for my retirement.

I remember my time at Ford fondly. It was a good job with a pay better than most Americans shared at that time, although it was hard work and not always under the best of conditions.

—Eddie Chitwood (FCA #12736)
Warrensburg, Missouri

Masses from Kentucky and Appalachian regions flocked north to work in the automobile industry in the 1950s. The obvious reason was post-World War II changes in labor force makeup. The popularity of the 1949 Ford led to increases in production and profits in the 1950s.

THE 1949 FORD

THE ICONIC 1949 FORD BRINGS AWARD-WINNING DESIGN TO THE LINE-UP AFTER THE END OF WORLD WAR II.

Following World War II, Ford Motor Company transitioned itself from a military manufacturing hub back to the consumer vehicle builder it had been previously. The 1949 Ford was the first post-war vehicle the company produced featuring a completely new design, under Henry Ford II's leadership, and created by famed industrial and automotive designer, George Walker.

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Walker sought to combat the existing bulkiness that was common in vehicle designs at that time. He and his team designed a vehicle with smooth sides, creating some of the first aerodynamic considerations for an automobile in the 1940s. The car was unveiled to the public at the Waldorf-Astoria Hotel in New York City on June 10, 1948. The 1949 Ford won the Fashion Academy Award for overall styling. It was advertised as the "Car of the Year" and its innovative body styling drew in buyers in great numbers.

The 1949 design was molded along functional lines, resulting in its low sweeping silhouette. The iconic front end was distinctive, the hood large but smaller than prior vehicle models. The vehicle came in two lines, the Ford and the Ford Custom. Body styles in both lines include the four-door sedan, two-door sedan, club coupe. Convertible and station wagon models were obtained only in the Custom line and the three-passenger Coupe only in the Ford line. There were eight new exterior colors offered including Bayview Blue Metallic and Arabian Green.



The vehicle sales reflected the popularity of the car. In 1949 Ford Motor Company sold over one million Fords, Mercurys, and Lincolns to the American people. Their new popularity was reflected in Ford doubling its profit, emerging from the years of meager gains and disheartening losses to success and strength.

A total of 1,118,762 1949 Fords were produced. Historians refer to the car as the vehicle that saved Ford Motor Company as it was the 1949 Ford that started the company on the track from losses in the immediate post-war period to profits in the 1950s. The vehicle was only produced for a few years but it was crucial

to the return of the company from wartime manufacturing to vehicle production. The 1949 Ford was the vehicle that proved that Ford Motor Company would remain strong in the new, post-war world.

We'd love your feedback as to whether you enjoy reading this type of article—about the history of vehicles—before the Falcon. Send your thoughts to editor@falconclub.com.

SECONDARY, BUT STILL IMPORTANT

BY JIM DI ZEREGA

From March–April 2022 Mile-Hi Chapter Newsletter *Falcon Transmission*

TECH I believe that '60 to '65 Falcons did not have a four-barrel carburetor available from Ford, except as an option on the 65 Ranchero with a 289 V8. However, today many Falcons have four-barrel carburetors on a V8 engine. These carbs may be an Autolite 4100, Holley, Edelbrock, Carter, Demon or others.

When you step on the gas in your four-barreled Falcon your engine rpm increase, and when you put the pedal to the metal you accelerate quickly and smoothly. Well, maybe not. There might be a bog, jolt or hesitation when you slam the pedal to the floor.

What's happening? It could be your carburetor's secondaries.

A four-barrel carburetor has two primary barrels (venturies) and two secondary barrels (venturies). At low rpm only the primary barrels open and put air and fuel into the intake manifold. As rpm increase, more air and fuel are required, and the secondary barrels open.

The secondary barrels are opened either by vacuum or by a mechanical linkage. In non-mechanical linkage Holley type carbs, a vacuum diaphragm and spring control the opening of the secondary barrels. Vacuum



Edelbrock AVS2

initially comes from the primary barrels, and as the engine rpm increase the vacuum overcomes the tension of a diaphragm spring and allows the carb's secondary throttle plates to open. Vacuum from the secondary barrels then cause their throttle plates to open even more and you go faster.

Carter, Edelbrock AFB and AVS carbs' manifold and air velocity control the opening of the secondary barrels by an air valve. It is located above their throttle plates and is held closed by either a spring or a counterweight. Mechanical linkage starts the opening of the secondaries causing air to flow through the barrels and open the air valve. As more air flows through the carb, the air valve causes the secondaries to open more. The secondaries will be at wide open throttle at the same time as the primary barrels.

Carbs with mechanical opening secondaries operate by a direct progressive mechanical linkage. The secondaries' opening is delayed until the primaries have opened substantially. Many of these carbs have an accelerator pump to supply additional fuel to the secondaries when their throttle is opened wide. These carbs have quicker opening secondaries that create more power and better throttle response than a vacuum or air valve-controlled carb.

Okay, when you are acquiring a new four-barrel carb, what type of secondaries should you obtain? Unless you are looking for race performance, the winner for most is a non-mechanical secondary linkage carb. Some commentators believe that the air valve carbs provide the best throttle response on street cars. These carbs include Carter and Edelbrock AFB and AVS. It's likely that the owners of Holley and Holley type carbs won't agree with these commentators.

If you have the bog, jolt or hesitation mentioned above, you probably have a carb with mechanical linkage to the secondaries. The carb also probably has an accelerator pump circuit for the secondaries that supplies fuel enrichment. This circuit squirts additional fuel to the secondaries to prevent a bog or hesitation and can be fine-tuned by changing the accelerator pump nozzle size and by making other changes. If you have a vacuum carb, the diaphragm or diaphragm spring can be changed to fine tune the opening of the secondaries. The openings of the secondaries in air valve carbs such as the Edelbrock AVS2 can be changed easily by turning a screw. Most carbs can be tuned to operate smoothly. An alternative to carb tuning might be electronic fuel injection.

—Jim Di Zerega (FCA #3520)
Fort Collins, Colorado

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MY '67 TRUE BARN FIND

BY BOB FARR

As a teenager in the mid-70s, I had two Ford Falcons—a 1964 blue Futura and a 1966 red two-door coupe. Unfortunately, both were wrecked beyond repair. My favorite of the two has always been the red two-door coupe. I had spent years causally searching for one to buy and dreamed of restoring it to its 1970s glory. Over the years I've had a number of 1960's vintage Mustangs, but I could never come up with a 1966 Falcon. Finally in 2020 I asked my friend George Stalling to aid in my search. In October of 2020, George found a Craigslist ad in Nebraska for a 1967 Falcon. The body looked to be in pretty good shape with rust in the front floor pans and some frame spots, but very complete with good bones. The interesting thing was that it had a 351 Cleveland engine in it, which we found unusual because we had never seen a 351

in that body style before. Within a few days and talking with the owner, I had tentatively bought the Falcon. The plan was to take a trailer up to Nebraska, look at the Falcon and then make a final decision. I was hoping George would agree to go with me. He did, and on October 19, 2020, we headed to Nebraska and came home with a new to me, old 1967 Falcon.

The history of the car we were given was that an older gentleman had started building the Falcon to be a drag racer or a quarter mile circle track racer. There seemed to be some confusion on the dedicated purpose. He had started building the car back in the 1970s in Alabama. He worked on it occasionally, then moved to Nebraska where the car was stored in a barn until 2018. The current

owner found it and purchased it in hopes of completing the restoration and racing the car. So this car was truly a "barn find." The current owner gave up on restoring it two years later deciding he was more of a Chevy guy than Ford, so he posted it on Craigslist. It did come with a handwritten build sheet for the 351 Cleveland and the transmission which later became very important pieces of paper. When I purchased the car, it ran poorly, but long enough to get it on the trailer and into George's garage in Kansas City, Missouri.

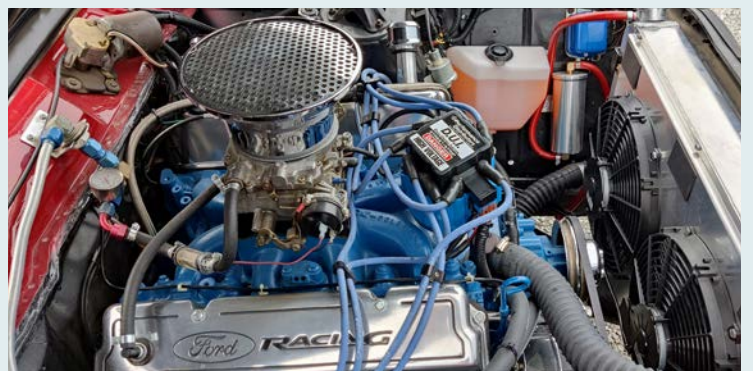
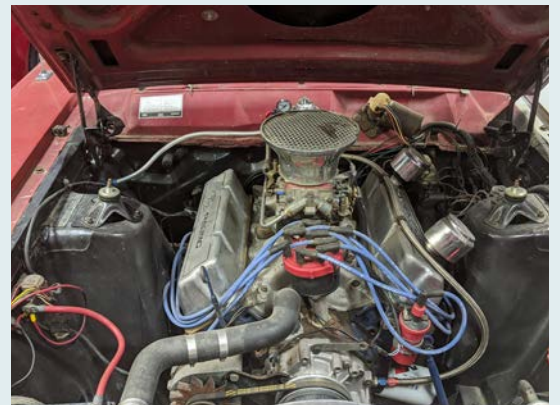
George Stalling has been a good friend for years. He has restored vehicles since he was 16 years old, both as a hobby and for a ten-year-period as a business. During the last 50ish years he has restored over 150 cars and trucks ranging in age from a 1929 Model A For Town Car to a 1997 Corvette. My goal for George was not to fully disassemble my new found treasure, just create a good daily driving car that LOOKED GOOD, WENT FAST, WAS LOUD, WAS RED AND DIDN'T COST ME A FORTUNE. That was a solid plan, but we all know how plans sometimes change.

After a tear-down to see the extent of the rust damage, George started repairing the rusted areas. And did not pay much attention to the mechanicals until all the work was done. We decided to change the interior from white to black, which required more tear-down and painting work. A new front seat was sourced from LMC Truck Parts in Lenexa, Kansas and a custom frame was made to install it. The back seat was re-upholstered to match by a local shop near Kansas City. Parts were

*Original
interior on
right and
new interior
below*



*Original
engine on
right and
new engine
below*



sourced from across the United States wherever George could find them. What we didn't realize was how few parts were available for the 1966 and 1967 model years. Those two years were peculiar to themselves, with almost no parts matching from the 1960 to 1965 years or the years after 1967. Many of the parts were unobtainable.

The engine was perhaps the most challenging of all. The engine was built with all premium parts and had been balanced and blueprinted. After a basic tuneup and several carburetor changes to see where the engine was happy, it was obvious it was putting out some really good horsepower. Eventually, George had a custom distributor built by Performance Distributors, custom headers built by Ford Powertrain, an exhaust system installed by a local shop, and a custom radiator and fans made by Griffin Radiator. No other changes were made to the engine. The transmission data sheet shows it was a built-up C4 with a reverse manual body, Kevlar bands and quality internals.

For the final phase of the restoration, George stripped all external body fittings and prepared the body for paint work to be done locally. The re-upholstered back seat as well as a new headliner was installed by a local shop. The front and rear bumpers were re-chromed by Highline Plating in Cuba, Missouri. The final tuning was done by a local shop, Knights Performance. A dyno test showed 409 horsepower at the flywheel and 320 horsepower to the rear wheels. All other work was done in-house.

The project took almost nine months to complete. I trailered the car back home to Columbia, Missouri in July of 2020 and added it to my garage along side a restored 1951 Ford pickup. Soon after I discovered the Falcon Club and joined in March of 2021.

My wife and I have been in a couple of parades and car shows and the car gets a lot of interest, especially the 351 Cleveland engine. We have found that people lose all fear of approaching strangers when an old classic car is involved—whether it's our 1967 Ford Falcon or our 1951 Ford pickup. Questions and comments range from, "What is it?" to "What year is it?" or "My dad used to have one of those!" or "Can I take a picture!" My long-term goal is to continue to add to my collection with a 1964–65 Falcon convertible and a Ford Ranchero or Thunderbird. The Falcon still needs a little work to fully complete the restoration to a daily driver, but I am confident we will be ready for the FCA National Meet in Tennessee this summer.

—Bob Farr (FCA #17765)
Hallsville, Missouri



Trailering the Falcon home to Columbia, Missouri after its restoration

PROPOSED BY-LAWS CHANGES

During the past several months, a work group established by the Board of Directors and consisting of representatives from each region has been reviewing Section 5 of the By-Laws. The work group was given wide latitude in proposing changes, if needed, to improve the current classification system.

The work group has completed the first round of evaluations and has brought forward for membership consideration several changes. We are publishing these proposals this in the magazine for the membership to look over so we can vote on the amendments at the Nationals Meet in Tennessee. After quite a bit of discussion, these are the items that we are bringing for a vote in July.

1) Adding a Lite Modified Best of Show. (Concours)

2) Opening the Concours class to any past winner of Best of Show at a National Meet. In the past, with the criteria of the last 3 year's winners, not many cars have attended. Each car would then be awarded a one time only grill medallion of some sort, and the owner acknowledged at the banquet.

3) Start an award for a member who under 30 years old. Their car would still show in the class that it pertains to. It would be an additional voted on award similar to Ladies Choice.

These are just some of the issues that were discussed during our meetings. Hopefully we can address more in years to come. The main objective is to have fun at our shows, and if we can help make it better for all, we have succeeded. Any questions feel free to call or email me at 740-586-3426 or at dbarnhd@yahoo.com.

Thanks, Danny Barnhouse, Board of Directors

The following By-Law Changes are recommended:

Additions are Blue Deletions are Red

4.1 Vehicle judging is done by registered participants using a people's choice ballot.

4.5.1 Awards consist of:

Longest Distance Driven

Best Stock Falcon

Best Modified Falcon

Oldest Falcon

Ladies' Choice - Claude Daniels Chapter Participation

Best Lite Modified Falcon

Individual class winners – suggested but not required

4.5.1.1 **Concours Masters Category**

This category is for the "Purist." Falcons entered in this Category will have won the Best Stock Falcon award in any **of the three** previous FCA National **Conventions Meet**. The Falcons entered here will really open your eyes and make your mouth water. These cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the **"Best of the Best."**

4.5.1.2 **Modified Masters Category**

This Category is for the "Mild to Wild." Falcons entered in this Category will have won the Best Modified Falcon award in any **of the three** previous FCA National **Conventions Meet**. These Falcons have been modified either **lightly** for safe driving, performance or convenience such as modern engines and drivetrains **while retaining the stock look; or and are** heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the **"Best of the Best"**.

4.5.1.3 Lite Modified Master Category

This category is for the mildly modified. Falcons in this Category will have won the Best of Show Lite Modified award in any previous FCA National Meet. These Falcons have been lightly modified and but retain the stock look, and could be returned to stock if so desired.

Keep in mind; although the Categories will remain constant, the guidelines are **just that...** guidelines! Except for the Concours, Modified and Lite Modified Masters Categories, those that register at a National Convention are free to enter in the Category that they feel best fit their Falcon. Falcons entered in the Concours and Modified Masters Categories shall be restricted to the cars listed in Sections 5.6.3.6 and 5.6.3.7 and 5.6.3.8.

4.5.2 Standard Car Classes for National Conventions Meets

These are **MINIMUMS**. The hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

STANDARD CAR CLASSES FOR NATIONAL CONVENTION MEET

STOCK CATEGORY

Class	Body Style	Year	Class	Body Style	Year
A	Sedan	60–63	J	Convertible	64
B	Sedan	64–65	K	Convertible	65
C	Sedan	66–70½	L	Station Wagon	60–65
D	Sport Coupe	66–69	M	Station Wagon	66–70
E	Hardtop	63	N	Ranchero	60–63
F	Hardtop	64	P	Ranchero	64–66
G	Hardtop	65	Q	Sedan Delivery/Van	61–67
H	Convertible	63			

DAILY /STREET DRIVEN CATEGORY

R	Sedan	60–70½
S	Hardtop	63–65
T	Convertible	63–65
U	Utilities	60–67

DIAMOND IN THE ROUGH CATEGORY

V	Sedan	60–70½
W	Hardtop	63–65
X	Convertible	63–65
Y	Utilities	60–67

LITE MODIFIED CATEGORY

AA	Sedan	60–70½
BB	Hardtop	63–65
CC	Convertible	63–65
DD	Utilities	60–67

MODIFIED CATEGORY

EE	Sedan	60–70½
FF	Hardtop	63–65
GG	Convertible	63–65
HH	Utilities	60–67
JJ	Pro/Comp	60–70½

CONCOURS MASTERS CATEGORY**

All	60–70½
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MODIFIED MASTERS CATEGORY

All	60–70½
-----	--------

CONCOURS LITE MODIFIED MASTERS CATEGORY

All	60–70½
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** The Concours Masters and the Modified Masters categories are non-voting categories. All pre-registered entries receive an Appreciation Award. The Concours Masters Category will consist of the winning Falcon from the “Best Stock Award” in any of the three previous FCA National Conventions Meets. The Modified Masters Category will consist of the winning Falcon from the “Best Modified Award” in any of the three previous FCA National Conventions.

UPCOMING EVENTS

April 1–2, 2022

South Central Regional Show

Biloxi, Mississippi

Hosted by the Gulf States Chapter

April 24, 2022

All Falcon Texas Picnic

Georgetown, Texas

July 14–16, 2022

FCA National Meet

Kingsport, Tennessee

Hosted by the Falcon Club of America

August 19–20, 2022

Northeast Regional

Warwick, Rhode Island

Hosted by the Northeast Chapter

September 23–25, 2022

Keystone Regional

Bethel, Pennsylvania

Hosted by the Keystone Chapter

<https://fordfalcon.org/>

[events/2022-keystone-regional/](https://fordfalcon.org/events/2022-keystone-regional/)

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

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Cleverest innovation in wagon history— The Magic Doorgate

BY HENRY GENTRY, *FORD TIMES*, DECEMBER 1965

One of the cleverest automotive innovations ever designed is the Magic Doorgate that is standard on the Big Ford and Fairlane station wagons and optional on the Falcon station wagon models. This is the rear-end closure that not only opens as a tailgate in the conventional manner, but can be opened as a door from right to left.

Other makes of wagons have, of course, long had the regular tailgate, and at least one has had a solid door in the rear instead of a tailgate, but Ford is the first to have a single closure that can open in both of these planes. There has been a refrigerator door that could be opened from either side, but this again was a device operating in a single plane.

At first glance the Magic Doorgate would seem to take a place alongside the zipper, or the flexible power shaft, or other such mechanical contrivances that work amazingly well, but whose operating principle is baffling to the layman. However, the Magic Doorgate is much simpler than its operation would suggest.



Ford's new Magic Doorgate, available on 1966 station wagons, is another Ford first. Some clever engineering was required to make the doorgate open as a door.

It came to be because Ford product planners wanted a rear wagon closure that would provide a maximum of convenience for the owners. The value of the tailgate as a picnic table and as a platform for extra-length loads was realized, and so the closure would have to include this feature.

But the conventional tailgate also has its drawbacks. When short cargo is loaded and unloaded it is necessary to lean across it in an awkward maneuver. If it is decided to load through the window area with the

gate latched up, there is always the problem of getting your clothes dusty.

Also, if the wagon includes a third seat option, passengers have to walk across the tailgate to enter or leave. To overcome these tailgate shortcomings, the closure would have to be designed to open as a door as well.



Falcon wagon with doorgate in a closed position.

From idea to working model

The planners gave these requirements to Ford engineers who shortly came up with a wooden working model which, unfortunately for this story, had none of the drama of Thomas Edison working many late nights to find the correct filament for his incandescent bulb. The engineers simply took the requirements and produced a design that filled them. The wooden design was translated to metal, refinements were made, and this extremely convenient feature is now part of the '66 Ford Motor Company wagons. It comes as standard equipment on all Fords and Fairlanes, and may be ordered as an option on Falcon wagons.

The design is this: In the lower left corner of the doorgate is a double swivel hinge which is always connected, whether being used for tailgate or door operation.

In the upper left corner is a combination hinge and latch that is designed both to let down and to turn, and there is another one in the lower right corner for the same reason. In the upper right corner is a Ford Bear-Hug Safety Door Latch which functions strictly as a latch, inasmuch as there is no need for it to turn.



The Magic Doorgate also opens as a conventional tailgate.

Whether the Magic Doorgate is to be opened as a tailgate or as a door, the window glass must be completely lowered into its cavity. Otherwise neither system will work. This is true with either the standard manually-operated window or with the electric window which is an optional feature.

A finger-tip latch release in the inside upper center of the gate drops it, and an outside handle at the upper right hand side of the gate swings it. When either control is used, inner linkages lock out the other.

There were unique problems

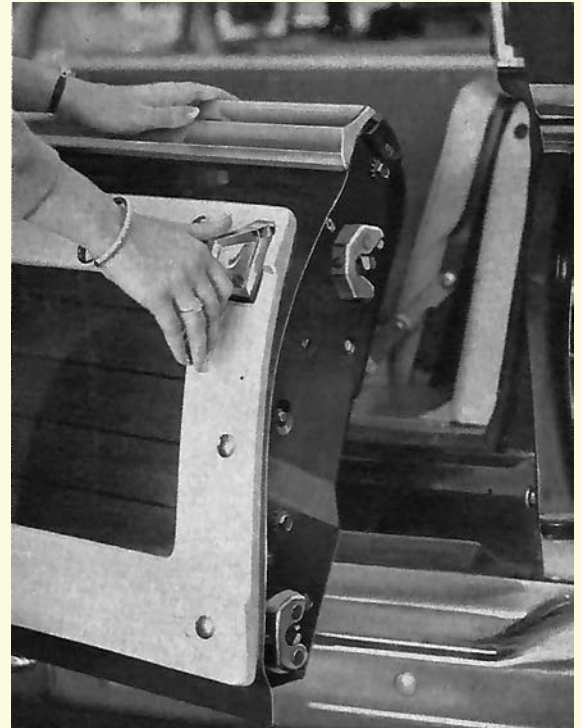
One of the problems the doorgate posed was the fact that its long rectangular shape made it necessary for it to hang on a short hinge spread when being used as a door. This can be better visualized by holding a garden rake at arm's length by the handle tip. You can feel quite a strain on your wrist hinges.

There were two ways in which this problem was solved. The first, and most obvious, was to beef up the metal in the hinges. The second was concerned with the fact that the rear of a wagon has a forward slant, and if the hinges were placed at the upper and lower junctures, common geometry would dictate that the door would swing open up in the air like a seagull with one wing. This would have caused additional hinging problems from the standpoints of gravity and unwanted leverage, to say nothing of a startling appearance.

To overcome this, the upper hinge was extended outboard (to the rear) so as to be in a vertical plane with the lower hinge. This did it. Even though it is slanted, the gate swings easily, and there is a recess for its hinged end to slip into, to provide maximum access width.

The station wagon tailgate has always been a very heavy item, but this doorgate with its improvements has added considerable weight. This feature, including electric window hoist, on the Big Ford wagon weighs 140 pounds. It would be quite a chore to operate it if it weren't for the torsion bar added to the inner workings.

When you lower the doorgate your effort plus the weight of the gate winds up the torsion bar. When you lift it, the unwinding of the bar takes care of 118 pounds, leaving you with a lift of only 22 pounds.



The innovative Magic Doorgate swings open as a door or lowers as a tailgate. As a door it solves the problem of loading heavy cargo; as a tailgate it can be used as a picnic table or platform for extra-length loads.



CLASSIFIEDS

FALCONS FOR SALE



1965 Ford Falcon Sprint Convertible, selling due to space restrictions. It has been restored from the ground up three years ago and it ready for summer cruising. Then engine is a 302, transmissions is three speed manual. Pretty much everything is new and runs great. This is a rare model as only 300 were built in 1965. Asking \$24,995 and it can be driven anywhere or I can deliver. Contact David Newton, 1671 W 2000 S, Syracuse, Utah, email at amypooski@yahoo or call/text at 801-66-7239. 220301



1965 Futura Hardtop Restomod, professionally built 289 with forged pistons, big valve heads, Erson cam, F4B intake, Holley Street Dominator carb, Hedman tri-Ys, 2.5 inch exhaust. Performance Automatic AOD, eight-inch T-lok 3.80 geared rear. Shelby-ized suspension with lowered A-arms, 370 lb/in front springs, reinforced upper and lower arms, Borgeson integral PS. 22 gal gas tank AND much more! \$20,000. Mike Garrett, msgarrett35@msn.com, 301-803-0433. 220212

1965 Futura Convertible, unrestored. Ivy Gold with NO rust; the paint has been touched up. Engine and transmission rebuilt at 8,000 or 10,000 miles, eight-inch rear-end. 200 I6 with Weber 38/38 two barrel carb, cam, electronic ignition SS header, custom timing chain, late modal head that has been machined to mount the carb correctly, 9.8 compression, recent front end work, power steering, I have most of the stuff for A/C. \$19,000. Phone 913-526-6343. KS. 220414



1964 Falcon Sprint Convertible, four-speed manual with 289 CID, four-barrel Holly. Completely restored, runs great, no ps, pb, pw—just like it was in 1964! \$40,000. Roger Michaud, 207-944-1777. FL. 220299



1963 Falcon red convertible. Mustang 302 engine, standard shift, recent renovation. Show car in 7/09 National Falcon News. \$15,000 OBO. gallopbill@gmail.com. 220322



1960 Fordor Sedan with 19,750 actual miles! ALL ORIGINAL (still has luggage protectors in trunk!) Arizona car until 2020. Rust free three-owner car with 144 cubic inch, three-speed manual. View commercial at <https://youtube/rye3-2DjIDY>. This car is a true time capsule in every respect. \$12,000 OBO. Bryce, 918-688-9178. 220210

PARTS FOR SALE

ALL NOS C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing \$95. C0DZ-3049-A, upper ball joint spindle support \$65. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$30. C0DZ-1126-B, rear brake drum \$130. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220221

Center console for '63 Falcon two-door Hardtop, Rangoon Red in very nice condition. Does NOT have the insert but can supply and install it for additional cost. Set of NEW front coil springs for '64 Falcon Sprint V8 convertible. Purchased in the late 70s but never installed. Early Edelbrock dual quad intake manifold for small block Ford. Just removed and has no issues. Please contact Stan at sjbetark@comcast.net for additional info. NJ. 220306

Available Soon: '60-'65 Ranchero front bed panel repair section. Parting '60-'65 Falcons. 14 Year Collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA. Thx for driving a Falcon! 220320

1968-69 Ford chrome GT wheels Barn Find: five wheels, four plain caps, four trims rings, very nice driver quality, clean/straight rims, small road rash in the chrome, no pits/blisters, need paint/clean-up: \$595 plus shipping. 1960-65 Falcon/Comet radios, good looking, tested and working, \$150-\$250. each. 1960-66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set; four lug 14" wheels, \$75 each, set of five, \$350. Four-lug 13" wheels, \$25 each, or five for \$110. Five-lug 13" wheels, \$75 each or five for \$350. Five-lug 14" wheels, \$75 each, set of five for \$350. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 14" Galaxie wire hubcaps, (large spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 1960-61 trunk locks (3): good driver quality to near mint, new keys/locks, vintage bezels, \$100-\$150 each; 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/ keys/working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$75- \$350. Dagenham four-speed bellhousing/ clutch fork, \$75; Complete working Dagenham four shifter, used, \$395. T-10 four-speed, complete and working, buildable, narrow pattern \$495; with complete shifter and trans mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1,195. 1964 five-bolt C-4 complete w/ starter, dust covers, torque converter and Falcon tailshaft housing; came from a 80K mile '64 Fairlane, \$495. NOS 1965 grille, headlight doors and emblem, \$2,500. 1964-65 NOS remote control mirror w/ matching NOS right side mirror, \$550. "Driver" Quality grilles: 1962, 1964-66, +1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) available, \$225 ea.; 1962-63 Comet gauge cluster, two available: one "driver" chrome, needs restored \$150; one much nicer looks complete, \$250. 1966-70 NOS cigarette lighter elements, four, \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only), \$150-\$400 each, three tailgates, \$200-\$500

each, stick shift pedal assemblies, \$250. Three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150–\$300, '66 Rancho rear bumper brackets, \$100 a pair; cowl grille covers, \$75 ea.; '66 Ranchero bed trim, two complete sets: one drilled for bed cover, one stock, \$350–\$500; lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with your needs. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny at lenkellogg at lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO. 220121

PARTS WANTED

1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges, etc. Keith Litteken, 6274 Rocky Grove, Cedar Hill, MO. 63016. 314-480-2556 or kslitteken@aol.com. 220221

1963 Ford Falcon driver's side horn. 1963 Falcon fuse block, with or without headlight switch. Must be in good condition and include 14417A fuse clips with female terminals as used for connecting the radio terminal, turn signal and back-up light terminal and heater terminal (see picture). Please contact Joe by telephone at 985-317-7630 or via email address joevitale3@charter.net. 220414

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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2022 FCA NATIONAL MEET

Meadowview Conference Resort, Kingsport, TN

July 14-16, 2022

To register online and pay with a credit card go to: www.falconclub.com/nationalmeet



REGISTRANT INFORMATION:

First and last name:		Guest first and last name:	
Mailing Address:		City:	
State and Zip Code:		First time attendee? ☐ Yes ☐ No	
Are you a member of FCA? ☐ Yes ☐ No <i>If no, you will need to register as a non-member below</i>	If yes, provide FCA Number:	FCA Chapter:	
Email:		Phone:	

VEHICLE INFORMATION:

	Year:	Body Style:	Category (see below):	Class: (FCA By-laws section 5.6.4)
1.				
2.				

Categories: Stock, Daily Driver/Street Driven, Diamond in the Rough, Lite Modified, Modified, and Display, *** Concours Masters and *** Modified Masters ***Non-voting categories subject to qualification

Trailer Parking Requested: ☐ Yes ☐ No

REGISTER EARLY and Save!

	Before June 21	After June 21	Qty	Total
Registration Fee - Non Members No vehicle *	\$48.00	\$53.00	___	\$ ___
Registration Fee - Non Members Vehicle *	\$58.00	\$63.00	___	\$ ___
Registration Fee - Member No vehicle	\$18.00	\$23.00	___	\$ ___
Registration Fee - Member First vehicle	\$28.00	\$33.00	___	\$ ___
Additional Vehicle Fee (each)	\$20.00	\$25.00	___	\$ ___
Swap space(s) (each)	\$25.00	\$30.00	___	\$ ___
T-shirt (Men's Sizes Only) Indicate Size **				
Qty & size(s): S ___ M ___ L ___ XL ___ T-shirt	\$20.00		___	\$ ___
Qty & size(s): 2X ___ 3X ___ T-shirt	\$22.00		___	\$ ___
Banquet Adult – Limited availability **	\$35.00		___	\$ ___
Banquet Kids – Limited Availability **	\$25.00		___	\$ ___
Please note any food allergies, vegetarian, gluten free: _____				
Ladies Tea (Max. 56) – Limited Availability **	\$25.00		___	\$ ___ SOLD OUT_

* Membership Required to Participate – Additional cost includes annual membership dues

Total \$ _____

**Limited availability if purchased after June 21, 2022

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Meadowview Conference Resort; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the 2022 FCA National Meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my intentional or negligent acts arising out of or related to my participation or attendance at the 2022 FCA National Meet.

Signature: _____ Printed Name: _____ Date: _____

Hotel Information: **MeadowView Conference Resort & Convention Center**, 1901 Meadowview Parkway, Kingsport, TN 37660
1-800-228-9290. Mention "The Falcon Club 2022" to get the rates of \$123 for a single/double room, plus taxes – cutoff date for this rate is 5:00 pm June 21st or book on-line <https://www.marriott.com/events/start.mi?id=1631652588007&key=GRP>

Send registration form with check payable to: Ford Falcon Club National Events Attn: Teri Anticevich, 17605 Mockingbird Hill Circle, Riverside, CA 92504. Questions? Contact Steve Springer: scspringer65@gmail.com 512-633-5125